
National Park Service
Cultural Landscapes Inventory
2004



Fire Island Light Station
Fire Island National Seashore

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Executive Summary

General Introduction to the CLI

The Cultural Landscapes Inventory (CLI) is a comprehensive inventory of all historically significant landscapes within the National Park System. This evaluated inventory identifies and documents each landscape's location, physical development, significance, National Register of Historic Places eligibility, condition, as well as other valuable information for park management. Inventoried landscapes are listed on, or eligible for, the National Register of Historic Places, or otherwise treated as cultural resources. To automate the inventory, the Cultural Landscapes Automated Inventory Management System (CLAIMS) database was created in 1996. CLAIMS provides an analytical tool for querying information associated with the CLI.

The CLI, like the List of Classified Structures (LCS), assists the National Park Service (NPS) in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, NPS Management Policies (2001), and Director's Order #28: Cultural Resource Management (1998). Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report on an annual performance plan that is tied to 6-year strategic plan. The NPS strategic plan has two goals related to cultural landscapes: condition (1a7) and progress on the CLI (1b2b). Because the CLI is the baseline of cultural landscapes in the National Park System, it serves as the vehicle for tracking these goals.

For these reasons, the Park Cultural Landscapes Program considers the completion of the CLI to be a servicewide priority. The information in the CLI is useful at all levels of the park service. At the national and regional levels it is used to inform planning efforts and budget decisions. At the park level, the CLI assists managers to plan, program, and prioritize funds. It is a record of cultural landscape treatment and management decisions and the physical narrative may be used to enhance interpretation programs.

Implementation of the CLI is coordinated on the Region/Support Office level. Each Region/Support Office creates a priority list for CLI work based on park planning needs, proposed development projects, lack of landscape documentation (which adversely affects the preservation or management of the resource), baseline information needs and Region/Support office priorities. This list is updated annually to respond to changing needs and priorities. Completed CLI records are uploaded at the end of the fiscal year to the National Center for Cultural Resources, Park Cultural Landscapes Program in Washington, DC. Only data officially entered into the National Center's CLI database is considered "certified data" for GPRA reporting.

The CLI is completed in a multi-level process with each level corresponding to a specific degree of effort and detail. From Level 0: Park Reconnaissance Survey through Level II: Landscape Analysis and Evaluation, additional information is collected, prior information is refined, and decisions are made regarding if and how to proceed. The relationship between Level 0, I, and II is direct and the CLI for a landscape or component landscape inventory unit is not considered finished until Level II is complete.

A number of steps are involved in completing a Level II inventory record. The process begins when the CLI team meets with park management and staff to clarify the purpose of the CLI and is followed by historical research, documentation, and fieldwork. Information is derived from two efforts: secondary sources that are usually available in the park's or regions' files, libraries, and archives and on-site landscape investigation(s). This information is entered into CLI database as text or graphics. A park report is generated from the database and becomes the vehicle for consultation with the park and the

SHPO/TPO.

Level III: Feature Inventory and Assessment is a distinct inventory level in the CLI and is optional. This level provides an opportunity to inventory and evaluate important landscape features identified at Level II as contributing to the significance of a landscape or component landscape, not listed on the LCS. This level allows for an individual landscape feature to be assessed and the costs associated with treatment recorded.

The ultimate goal of the Park Cultural Landscapes Program is a complete inventory of landscapes, component landscapes, and where appropriate, associated landscape features in the National Park System. The end result, when combined with the LCS, will be an inventory of all physical aspects of any given property.

Relationship between the CLI and a CLR

While there are some similarities, the CLI Level II is not the same as a Cultural Landscape Report (CLR). Using secondary sources, the CLI Level II provides information to establish historic significance by determining whether there are sufficient extant features to convey the property's historic appearance and function. The CLI includes the preliminary identification and analysis to define contributing features, but does not provide the more definitive detail contained within a CLR, which involves more in-depth research, using primary rather than secondary source material.

The CLR is a treatment document and presents recommendations on how to preserve, restore, or rehabilitate the significant landscape and its contributing features based on historical documentation, analysis of existing conditions, and the Secretary of the Interior's standards and guidelines as they apply to the treatment of historic landscapes. The CLI, on the other hand, records impacts to the landscape and condition (good, fair, poor) in consultation with park management. Stabilization costs associated with mitigating impacts may be recorded in the CLI and therefore the CLI may advise on simple and appropriate stabilization measures associated with these costs if that information is not provided elsewhere.

When the park decides to manage and treat an identified cultural landscape, a CLR may be necessary to work through the treatment options and set priorities. A historical landscape architect can assist the park in deciding the appropriate scope of work and an approach for accomplishing the CLR. When minor actions are necessary, a CLI Level II park report may provide sufficient documentation to support the Section 106 compliance process.

Park Information

Park Name: Fire Island National Seashore
Administrative Unit: Fire Island National Seashore
Park Organization Code: 1750
Park Alpha Code: FIIS

Property Level And CLI Number

Property Level: Landscape
Name: Fire Island Light Station
CLI Identification Number: 650008
Parent Landscape CLI ID Number: 650008

Inventory Summary

Inventory Level: Level II

Completion Status:

Level 0

Date Data Collected - Level 0: 3/3/1998
Level 0 Recorder: David Uschold
Date Level 0 Entered: 3/3/1998
Level 0 Data Entry Recorder: David Uschold
Level 0 Site Visit: No

Level I

Date Level I Data Collected: 4/28/2004
Level I Data Collection: Lauren Laham, Laurie Matthews, Debbie Smith
Date Level I Entered: 7/28/2004
Level I Data Entry Recorder: Laurie Matthews
Level I Site Visit: Yes

Level II

Date Level II Data Collected: 4/28/2004
Level II Data Collection: Lauren Laham, Laurie Matthews, Debbie Smith
Date Level II Entered: 7/28/2004
Level II Data Entry Recorder: Laurie Matthews
Level II Site Visit: Yes

Landscape Description

Fire Island Light Station, located on Fire Island, is one of two cultural landscapes that have been identified within the boundaries of the Fire Island National Seashore. Fire Island is a 32-mile long and less than half-mile wide barrier beach located south of mainland Long Island with the Great South Bay to its north and the Atlantic Ocean to its south. The existing Lighthouse was built in 1858 at the western edge of Fire Island, but since that time littoral drift has continued to extend the western edge so that the present-day Lighthouse now sits nearly five miles east of the western border at Democrat Point.

History Overview

Fire Island's proximity to shipping lanes serving New York harbor have made its location critical to maritime navigation and communication. In 1825 New York State transferred land to the federal government for the purpose of building a lighthouse in order to capitalize on this site's ideal location. The following year the first Lighthouse was built and put into operation. Fire Island proved to be a strategic location for related uses, such as life saving operations which were stationed up and down the island's coastline, a handful of which were located near the lighthouse. The lighthouse's function as a way for ships to communicate and navigate led to the placement of related facilities, many using more advanced technologies. "The ultimate goal was to make the Atlantic coast a lighted highway of commerce, and the Fire Island lights filled the gap between the Montauk Point Light to the east and the Sandy Hook Light to the west. As New York emerged as the most important American port in the transatlantic trade, the Fire Island Light emerged as the most important light station on the East Coast, since it was the first landfall for ships approaching New York harbor on Atlantic routes." (Kesselman, NR Nomination, 1981)

In 1868, the Western Union Telegraph Company began using the site when it built a signal tower and telegraph station immediately east of the Lighthouse. Building yet again on the site's prime location, the federal government expanded its maritime and communication presence by instituting a U.S. Naval Radio Compass Station in 1906, just east of the Light Station and the Western Union Fire Island Marine Station (which was abandoned in 1920 and destroyed by a hurricane in 1938). The Radio Compass Station consisted of two 180 foot wooden towers, a 1 ½ story dwelling, an operating house, power house, and water closet. In the years just prior to the United States' entry into World War II, the U.S. Coast Guard assumed control of both the Light Station and the U.S. Naval Radio Compass Station (in 1939 and 1941 respectively). The U.S. Coast Guard remained active in the use of the facilities until they were decommissioned in 1973.

Similar to today, recreational use of the island was prevalent around the Light Station, first with the building of a chowder house which was later turned into a hotel. Though the Surf Hotel burned down in the early 20th century, the recreational use of the site had been firmly established and was continued. Early recreational use of the Island included the hosting of hunting and fishing parties by the Fire Island Light's first keeper and his wife. In 1908, the first New York State park was established here, and in 1926 a summer camp was established. The establishment of the Fire Island National Seashore in 1964 furthered the recreational use of the area. Adjacent lands to the west remain a state park and adjacent lands to the east consist of residential communities with primarily seasonal homes.

Significance Summary

Fire Island Light Station was listed on the National Register of Historic Places on September 11, 1981 as a structure under Criteria A and C in the areas of Commerce, Engineering and Maritime History for the period 1850-1949 with the significant years of 1858 and 1859. The Lighthouse and Keeper's Quarters are documented with details about their structural components, history of use, and development spanning from 1826 through their decommission in 1973. However, several other features related to the use of the

Light Station and its relationship to commerce and maritime history are not mentioned. These include, but are not limited to the foundation of the first Lighthouse, the boat house, and any features part of the U.S. Naval Radio Compass Station.

Analysis and Evaluation Summary

The analysis and evaluation section evaluates the landscape's physical integrity by comparing landscape characteristics and features present during the period of significance with current conditions. Each characteristic or feature is classified as either contributing, non-contributing or undetermined to the landscape's overall historic significance. For those features that are listed as undetermined further primary research, which is outside the scope of this CLI, is necessary to determine the feature's origination date. Contributing characteristics or features were either present during the period of significance or are in-kind replacements of such historic elements. Landscape characteristics identified for Fire Island Light Station are spatial organization, land use, vegetation, circulation, buildings and structures, views and vistas, and small-scale features. Based upon the analysis of this CLI the period of significance should be extended for the district's maritime, commercial, and military use between 1826-1960. Though the end date of the period of significance falls within fifty years, this property does not need to meet Criteria Consideration G since the end date relates to the construction of the last building associated with the district's significance. According to the National Register Bulletin: Guidelines for Evaluating and Nominating Properties That Have Achieved Significance Within the Last Fifty Years, properties do not need to meet Criteria Consideration G if it is "a historic district in which a few properties are newer than fifty years old, but the majority of the properties and the most important period of significance are greater than fifty years old." The CLI's analysis also leads to the conclusion that the property be listed as a district and the boundary expanded to encompass the extent of the historic boundary and the features which contribute to the property's significance. (The National Register of Historic Places defines District as a geographic area that possesses "a significant concentration, linkage, or continuity of sites, buildings, structures or objects united by past events or aesthetically by plan or physical development")

Integrity Assessment Summary

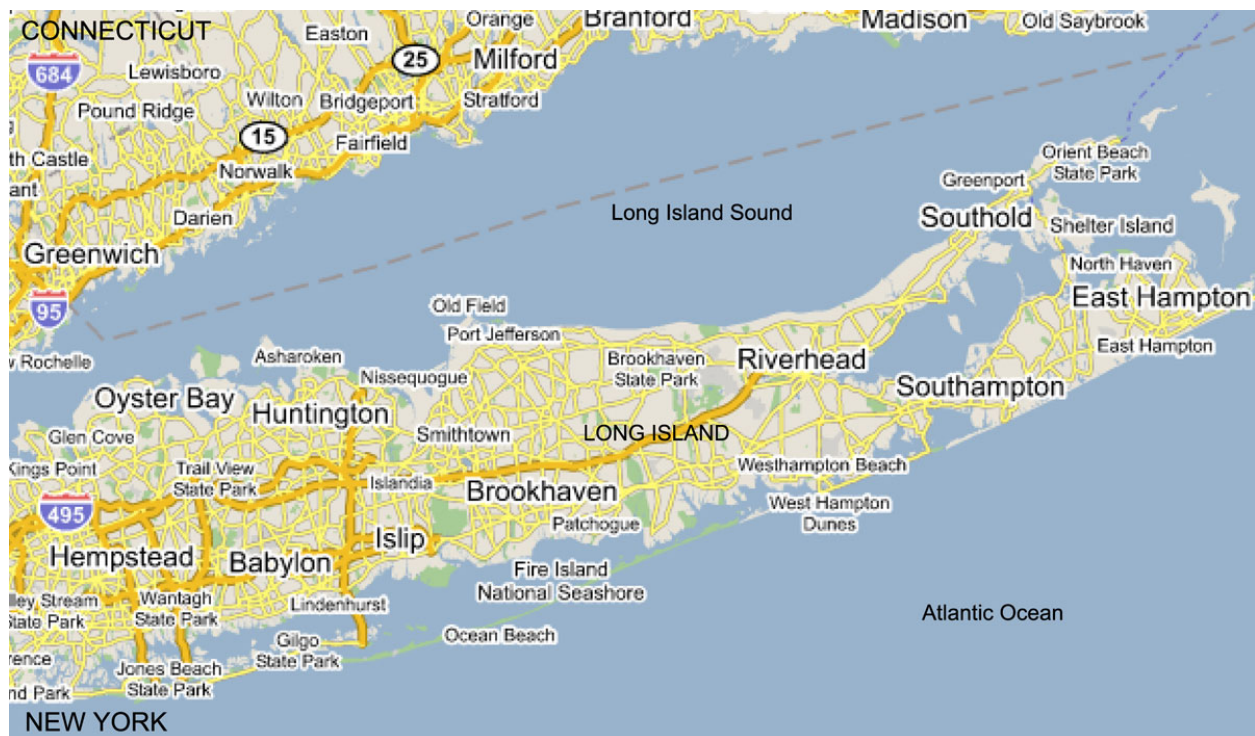
The Fire Island Light Station retains high degree of integrity in location, design, setting, feeling and association. It retains moderate integrity in materials and workmanship. Even though there have been incremental changes subsequent to the historic period, the above analysis indicates the Fire Island Light Station cultural landscape does retain integrity to its period of significance.

Cultural Landscapes Inventory Hierarchy Description

Location Map



Fire Island Light Station is located at the western most edge of the Fire Island National Seashore, in between Robert Moses State Park (to the west) and Kismet (to the east). (FIIS)



Fire Island National Seashore is located on Fire Island, a 32-mile barrier island located south of Long Island. (Google Maps)



Detail of western end of Fire Island National Seashore. (FIIS)

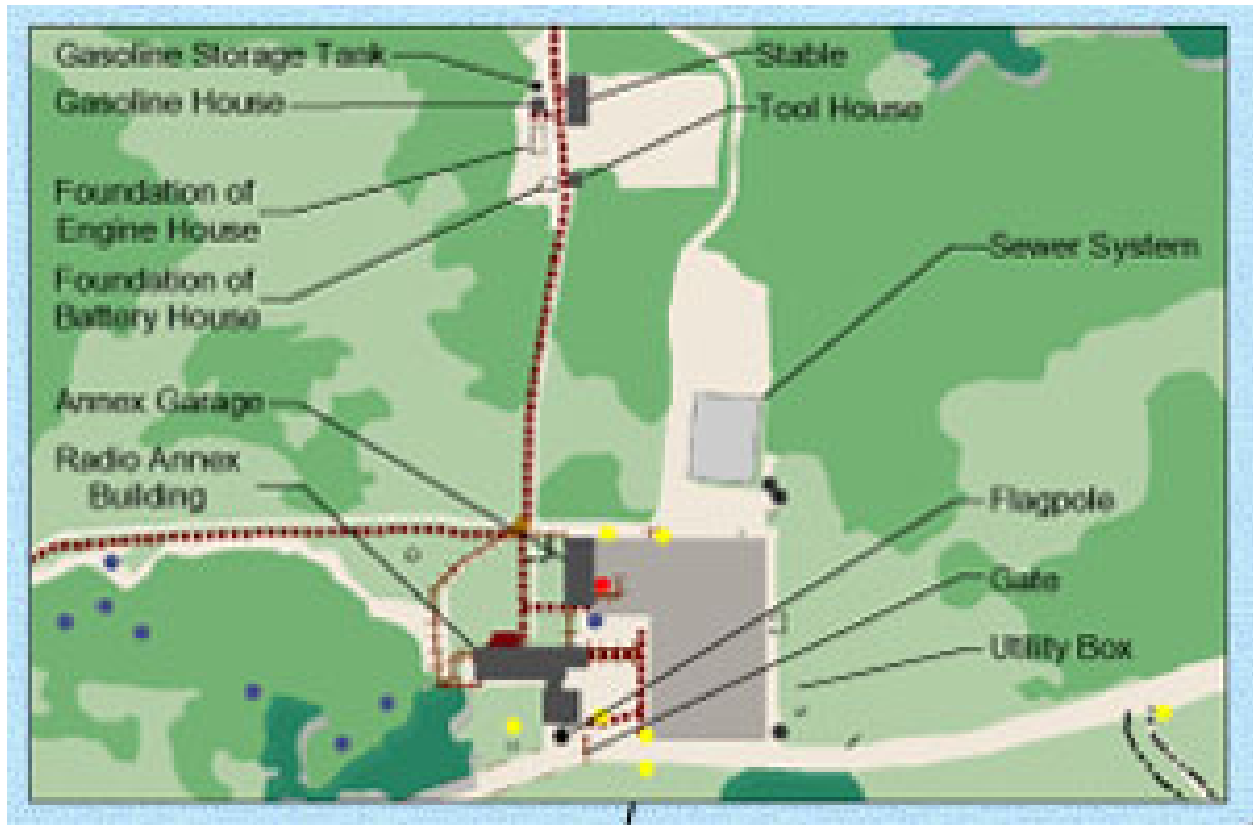
Boundary Description

The Fire Island Light Station is bounded on the north by Great South Bay, which separates Long Island from Fire Island, on the east by the Fire Island community of Kismet, on the south by the Atlantic Ocean, and on the west by Robert Moses State Park, which is owned by the State of New York. It consists of three parcels: 81.4 acre Tract 1701, which was transferred from the U.S.C.G. on August 21, 1979; 125 acre Tract 1702, which was donated from New York State on March 26, 1986; and 37.2 acre Tract 1703, which was transferred from the General Services Administration on May 18, 1981. Tract 1703 had previously been transferred to the General Services Administration from the U.S.C.G. in 1979.

Detail of Site Plan showing the Fire Island Light Station. (OCLP, 2004)



Detail of the Site Plan showing the Radio Compass Station. (OCLP, 2004)



Chronology

Year	Event	Description
1789 AD	Established	Federal authority over lighthouses is established.
1825 AD	Land Transfer	State of New York issues a title to approximately 31 acres on the east side of the Fire Island Inlet to the federal government for construction of the first Fire Island Lighthouse.
1826 AD	Built	Construction of first Fire Island Lighthouse is complete.
1826 - 1837 AD	Built	A garden fence, a small barn, and several other buildings are constructed in the area of the first Fire Island Lighthouse.
1827 AD	Expanded	Land begins to accrete west of the first Fire Island Lighthouse.
1843 AD	Built	A small house is built next to the Fire Island Light Keeper's Quarters.
1849 AD	Established	The Life Saving Benevolent Association of New York is founded.
1852 AD	Established	On October 9 1852, Congress created the United States Light House Service (USLHS), a nine-member board charged with the responsibility of overseeing the existing lighthouse system.
1854 AD	Built	By 1854, the Life Saving Benevolent Association of New York builds ten Human Relief Huts on Long Island, one was constructed near the Fire Island Light Station.
1855 AD	Built	By the mid-1850s, a small hotel and two fisherman's shacks stand near the Fire Island Light.
1856 AD	Removed	By 1856, the small house next to the Fire Island Light Keeper's Quarters is removed.

1856 AD	Built	By 1856, David Sammis builds a chowder house east of the Fire Island Lighthouse.
1857 AD	Expanded	David Sammis transforms the chowder house into the Surf Hotel, by adding a 100-foot addition. The new hotel could accommodate 100 guests.
1857 AD	Built	In 1857, at the recommendation of the USLHS, construction of a new Fire Island Lighthouse begins just east of the first Fire Island Lighthouse.
1857 AD	Built	Shortly after March 3, 1857, a wharf, storehouse, and temporary barracks for workmen are constructed on the Fire Island Light Station tract.
1857 AD	Removed	The first Fire Island Lighthouse and Keeper's Quarters are torn down. Stone from the razed Lighthouse is used to construct a stone terrace on which the new Fire Island Lighthouse and Keeper's Quarters will be built.
1858 AD	Built	Construction of the new Fire Island Lighthouse and the new Keeper's Quarters is complete. The 150' Lighthouse is constructed of brick and painted cream. It's lit in November.
1858 AD	Built	Around 1858, a privy is constructed on the northern side of the terrace.
1867 AD	Built	By 1867, a boathouse is built along the shoreline, north of the Fire Island Lighthouse.
1868 AD	Built	Western Union Telegraph Company constructs a signal tower and telegraph station on property owned by David Sammis.
1870 AD	Expanded	David Sammis expands the Surf Hotel to accommodate 400 guests.
1871 AD	Established	The U.S. Life-Saving Service (USLSS) is established.
1874 AD	Built	A small building, which may have been used to store coal, is constructed northwest of the terrace.

1877 AD	Built	A 675-foot plank walk is laid from the Lighthouse to the shoreline.
1878 AD	Expanded	The USLHS authorizes the Western Union Telegraph Company to install an apparatus in the Lighthouse.
1878 AD	Built	The USLSS builds the first formal lifesaving station near the Fire Island Light Station.
1881 AD	Moved	The USLSS moves its station onto the Fire Island Light Station tract.
1886 AD	Moved	The USLSS moves its boathouse onto the Fire Island Light Station tract.
1886 AD	Built	By 1886, a small building is constructed on the eastern side of the terrace.
1888 AD	Built	A new boathouse is constructed, which may have replaced the earlier boathouse built north of the Fire Island Lighthouse. Also constructed in association with the boathouse are a boat cradle, a 120-foot boat way, a coal house, and an oil house.
1890 AD	Built	By 1890, over a mile of plank walks are constructed around and radiating from the Surf Hotel.
1891 AD	Altered	The Fire Island Lighthouse exterior paint is changed from solid cream color to bands of black and cream.
1892 AD	Purchased/Sold	Due to a cholera epidemic in Europe, David Sammis sells the Surf Hotel to the state of New York. The state purchases the 125-acre hotel property to house quarantined immigrants arriving by ship to the port of New York City.
1893 AD	Moved	The USLSS station is moved to another area on the Fire Island Light Station tract.
1894 AD	Retained	After the cholera epidemic subsides, Surf Hotel reopens and operates under a lease issued by the state of New York.

1894 AD	Built	Based on the Lighthouse Board's proposal for installation of a new electric 'bivalve lightning light'. A powerhouse, coal shed, and narrow-gauge railroad (from bay to the powerhouse) is built.
1895 AD	Altered	The base of the first Fire Island Lighthouse is converted into a covered cistern.
1895 AD	Built	A flag pole to display hurricane signals is erected.
1896 AD	Abandoned	The project to install the new electric light is abandoned, and the old oil-fueled lamp is restored.
1896 AD	Removed	The newly installed electrical system within the new powerhouse is removed.
1896 AD	Retained	The new powerhouse building is retained.
1906 AD	Established	By 1906, the U.S. Navy receives permission to occupy sections of the Fire Island Light Station tract to establish the experimental Radio Compass Station.
1906 AD	Built	The U.S. Navy begins constructing buildings for the Radio Compass Station.
1908 AD	Established	New York Governor Charles E. Hughes establishes the first state park in New York on the 125-acre Surf Hotel property.
1910 AD	Established	Congress eliminated the USLHS on June 17, 1910 which was replaced by the Bureau of Lighthouses, a civilian-run organization.
1915 AD	Established	The U.S. Life-Saving Service merges with the U.S. Cutter Revenue Service to form the U.S. Coast Guard.
1916 AD	Built	A house is built on the Radio Compass Station for the chief operator.
1917 AD	Destroyed	Prior to 1917, fire destroys the Surf Hotel.

1917 - 1921 AD	Built	At least four surfman houses are built south of the U.S. Life-Saving Service Station
1920 AD	Built	The U. S. Coast Guard at Bay Shore, NY receives permission to establish U.S.G.G. Station No. 83 on the Fire Island Light Station tract.
1920 AD	Abandoned	The Western Union Telegraph Company abandons the Fire Island Marine Station.
1924 AD	Land Transfer	The U.S. Congress transfers 600 acres of accreted land west of the Lighthouse to the state of New York, for use as state park. As a result, state park property (now known as the Robert Moses State Park) flanks both sides of the Fire Island Light Station.
1926 AD	Built	Camp Cheerful is built by the Rotary Club of New York.
1929 AD	Destroyed	The oil house near the terrace is destroyed by fire.
1932 AD	Removed	The privy located on the north side of the terrace is presumably removed when interior bathrooms are installed in the Keeper's Quarters.
1934 AD	Abandoned	Beginning in 1934, after completion of a new U.S.C.G. Station near the present Robert Moses Causeway terminus, U.S.C.G. Station No. 83 on Fire Island Light Station is gradually abandoned.
1934 - 1936 AD	Built	The Radio Compass Station is expanded. New buildings are constructed including the U.S.C.G Annex Building, a radio compass house.
1934 - 1936 AD	Altered	The oil house on the Radio Compass Station is converted into a paint house.
1936 AD	Removed	By 1936, only the foundations of the two large 1906 wooden radio towers remained and the central building had either been removed or was in ruins.

1937 AD	Established	The federal government granted permission to the International Nickel Company, Inc., of Delaware to establish a station on the Fire Island Light Station tract (3.7 acres SW of the Lighthouse) for five years, to test atmospheric weathering of sheet metal.
1937 - 1939 AD	Built	Numerous radio towers are constructed in a circular pattern around the Radio Compass Station and a 300-foot tower is constructed adjacent to the U.S.C.G Annex Building.
1938 AD	Destroyed	A hurricane destroys the abandoned Western Union Fire Island Marine Station and all of the New York State park facilities, including Camp Cheerful.
1939 AD	Established	The U.S. Coast Guard assumes control of the Fire Island Light Station, following the Reorganization Act of 1939, which was an effort to bring maritime activities under one organization. This act ended the Bureau of Lighthouses.
1941 AD	Established	The U.S. Coast Guard assumes control of the Radio Compass Station. During this same year, the U.S. Coast Guard is placed under the direction of the U.S. Navy.
1954 AD	Removed	By 1954, the electric powerhouse building is removed.
1954 AD	Removed	The Connector between the Lighthouse and Keeper's Quarters is removed.
1954 AD	Moved	Around 1954, the boathouse along the shoreline north of Fire Island Lighthouse is moved near the first lighthouse foundation and on the powerhouse foundation.
1956 AD	Built	By 1956, a metal paint locker is constructed in the northwestern corner of the terrace.
1960 AD	Built	The Annex Garage is built.

1964 AD	Established	U.S. Congress approves Public Law 88.587 establishing Fire Island National Seashore.
1965 AD	Removed	Prior to 1965, the Chief Radio Operator's Residence is removed.
1972 AD	Inhabited	The NPS receives a license from the U.S. Coast Guard for use of an 81.4 acre-unimproved parcel (ocean to bay) west of the Fire Island Lighthouse to the Robert Moses State Park.
1973 AD	Damaged	Fire severely damages the U.S.C.G. Annex building.
1973 AD	Abandoned	The U. S. Coast Guard relinquishes the Radio Compass Station.
1973 AD	Abandoned	The U. S. Coast Guard decommissions the Fire Island Light House. The light is turned off at midnight, December 31, 1973.
1974 AD	Inhabited	On March 1, 1974, the NPS receives a five-year permit from the U.S. Coast Guard to use the entire Fire Island Light Station, with the exception of a portion of the Keeper's Quarters and part of a garage.
1975 AD	Built	Around 1975, the NPS constructs a horse barn and corral north of the U.S.C.G Annex Building.
1976 AD	Altered	The U.S. Coast Guard transfers management of the Fire Island Light Station tract to the NPS.
1977 AD	Removed	By 1977, all that remains of the radio towers are their concrete tower bases and guy wire anchors. The 300-foot radio tower adjacent to the U.S.C.G Annex Building remains.
1978 AD	Expanded	Congress approves Public Law 96-625 expanding the Fire Island National Seashore boundaries. The new boundaries include the Fire Island Light Station.

1979 AD	Land Transfer	Ownership of the 81.4 acres west of the Fire Island Light Station (Tract 1701) is transferred from the U.S. Coast Guard to the NPS, for inclusion within the Fire Island National Seashore.
1979 AD	Land Transfer	The U.S. Coast Guard reports the remaining 37.2 acres of the Fire Island Light Station (Tract 1703) as access to its needs and transfers the property to the General Services Administration.
1981 AD	Land Transfer	The General Services Administration transfers Tract 1703 to the NPS, for inclusion within the Fire Island National Seashore.
1981 AD	Established	The Fire Island Lighthouse Preservation Society forms to restore and relight the Fire Island Lighthouse.
1986 AD	Land Transfer	The state of New York transfers Tract 1702 (125 acres of Robert Moses State Park - ocean to bay, east of the Fire Island Light Station tract to the Kismet boundary) to the NPS, for inclusion within the Fire Island National Seashore.
1986 AD	Restored	Due to Fire Island Lighthouse Preservation Society efforts, the U.S. Coast Guard re-installs the light and recommissions the Lighthouse. The light is relit on May 25, 1986, and its location returned to nautical charts as an official aide to navigation.
1987 AD	Rehabilitated	With funds raised by the Fire Island Lighthouse Preservation Society the Keeper's Quarters is restored and converted into a visitor center and the U.S.C.G Annex Building is converted into office space and housing for NPS staff.
1996 AD	Established	The NPS and the Fire Island Lighthouse Preservation Society sign a Memorandum of Agreement to cooperatively operate the Fire Island Light Station.

Statement Of Significance

Fire Island Light Station was listed in the National Register of Historic Places on September 11, 1981 as a structure under Criteria A and C in the areas of Commerce, Engineering and Maritime History for the period 1850-1949 with the significant years of 1858 and 1859. The Lighthouse and Keeper's Quarters are documented with details about their structural components, history of use, and development spanning from 1826 through their decommission in 1973. However, several other features related to the use of the Light Station and this landscape's relationship to commerce and maritime history are not mentioned. These include, but are not limited to the foundation of the first Lighthouse, the boat house, and any features of the U.S. Naval Radio Compass Station. All of which are commonly documented as elements of light stations, according to National Register Bulletin 34: Guidelines for Evaluating and Documenting Historic Aids to Navigation to the National Register of Historic Places.

Fire Island Light Station's significance as documented in the current National Register nomination under Criterion A in the areas of commerce and maritime history recognizes the property's direct contribution to United States history through its use as a critical navigational aid for commercial and military maritime activity. During the nearly 150-year period of use (1826-1973), the site served a critical role for the strategic port of New York harbor, being used as a light station for the entire period, and supplemented by related functions such as the Western Union Fire Island Marine Station and U.S. Naval Radio Compass Station. All of these later developments depict the developing technologies and history associated with a navigational aid site.

Fire Island Light Station's significance as documented under Criterion C in the area of engineering relates directly to the Lighthouse and Keeper's Quarters, both of which are documented in the current National Register nomination form. In addition to these two structures, the terrace upon which both sit should be evaluated for significance in this area. The remaining buildings and structures on the site do not appear to be significant in the area of engineering. However, as vernacular buildings associated with the development of the Fire Island Light Station and U.S. Naval Radio Compass Station, many may be listed as contributing resources. However, that evaluation is outside the scope of this CLI.

The Fire Island Light Station (including the U.S. Naval Radio Compass Station) retains high degree of integrity in location, design, setting, feeling and association. It retains moderate integrity in materials and workmanship. Even though there have been incremental changes following the historic period, the analysis indicates the Fire Island Light Station cultural landscape retains integrity to its period of significance (1826-1960). Though the end date of the period of significance falls within fifty years, this property does not need to meet Criteria Consideration G since the end date relates to the construction of the last building associated with the district's significance. According to the National Register Bulletin: Guidelines for Evaluating and Nominating Properties That Have Achieved Significance Within the Last Fifty Years, properties do not need to meet Criteria Consideration G if it is "a historic district in which a few properties are newer than fifty years old, but the majority of the properties and the most important period of significance are greater than fifty years old."

Based on the findings of this CLI we recommend the following issues be addressed when the National Register documentation is amended.

1. The property should be listed as a district and the boundary expanded to encompass the extent of the historic boundary and the features which contribute to the significance of the property.
2. The period of significance should be extended for the district's maritime commercial and military use

between 1826 and 1960.

3. The cultural landscape retains integrity to the expanded period of significance.
4. Those landscape characteristics and features that are contributing to the significance of the property should be documented (see analysis and evaluation section).

Physical History

Pre-Lighthouse Era: 1783-1824

After the American Revolutionary War, New York and Philadelphia superseded Boston as the busiest ports in America. Ships destined for New York sailed to port parallel to the southern coast of Long Island, in an area known as a 'ship trap.' The gently sloping beaches of a series of barrier beaches (including Fire Island) located one-quarter mile off shore produce a strong undertow, which in turn causes the formation of a sand bar that generally lies from six to nine feet below the surface of the water, and on occasion less than three feet. Most shipwrecks off of the barrier islands hit the sandbar, snapped their masts, and the rise and fall of the sea destroyed their hulls. Approximately 200 known and an estimated 640 unidentified ships wrecked off the coast of Fire Island since the mid-1600s. (Fletcher p. 56)

In 1789, the federal government assumed jurisdiction over lighthouses, which had previously been administered separately by the states. Lighthouses were not present along the coast of Long Island prior to the change in jurisdiction. Construction of the Montauk Point Lighthouse, the first federally funded lighthouse and the first lighthouse on the barrier islands, was completed in 1797. It was located at the eastern tip of the barrier islands and was the first of what would become several lighthouses that guided ships along the coastline into New York Harbor. (Bang p. 9)

Fire Island Light - First Lighthouse: 1825-1856

Lighthouse

Fire Island Light was the second lighthouse constructed along the barrier islands off the coast of Long Island, a barrier island used by commercial and recreational fisherman, and farmers planting salt hay field crops and grazing livestock. In 1825 the state of New York issued title to approximately 31 acres on the eastern side of the Fire Island Inlet to the federal government for construction of the first Lighthouse. The octagonal pyramid blue stone tower was completed and placed into service in 1826. Also constructed at the same time was a Keeper's Quarters, just east of the tower. (HSR pp.13-14, Bang p.11)

Between 1826 and 1837, a small barn, several additional buildings, and a garden fence were constructed near the first Lighthouse, and in 1843 a small house was built next to the Keeper's Quarters. The small house was removed by 1856. By the mid-1850s a former Fire Island lighthouse keeper and his wife are said to have opened a small hotel near the Light Station. The building was reportedly constructed of timber salvaged from the surf. (McCormick pp. 46-48, Howell p. 30) Two small fisherman's shacks completed the scene.

Life Saving Benevolent Association Human Relief Hut

Despite navigational aid of the new lighthouses, shipwrecks continued off the barrier island coast. In 1849 the Life Saving Benevolent Association of New York was founded, its goal to minimize human loss from shipwrecks along the New Jersey and Long Island coastlines. By 1854 the association funded ten Human Relief Huts, one of which was located near the Fire Island Light. The unmanned huts contained minimal survival supplies and some life-saving apparatus. Volunteers would assemble at the huts to assist in rescuing stranded crew and passengers. (Gonzalez pp. 5-8)

Fire Island Light Station - Second Lighthouse: 1857-1906

Lighthouse

On October 9 1852, Congress created the United States Light House Service (USLHS), a nine-member board charged with the responsibility of overseeing the existing lighthouse system. Among their goals was to make the port of New York the most important port in the transatlantic trade by making entry into the port “easy and safe.” Rebuilding the Fire Island Light Station was a key component in the board’s plan. (HSR p. 15)

In March 1857 Congress appropriated money for construction of the second Fire Island Lighthouse and shortly after a wharf, a storehouse, and temporary barracks for workmen were constructed. Between 1857 and 1858, the first Fire Island Lighthouse and Keeper’s Quarters were torn down and the second Fire Island Lighthouse and Keeper’s Quarters were constructed. The bluestone from the first Lighthouse was used to construct a raised terrace under the new Lighthouse and Keeper’s Quarters. The second Fire Island Lighthouse was built about 200 feet northeast of the first Lighthouse. It was constructed of brick, stood about 150 feet high, and its exterior painted a cream or yellow color. In November 1858, the second Fire Island Lighthouse was lit for the first time. (McCormick p. 49, HSR p. 14-15)

In support of the Lighthouse and Keeper’s Quarters, a number of buildings and structures were erected in the nineteenth century. These included a privy on the northern side of the terrace (c. 1858), a boathouse along the bay shoreline (by 1867, just north of the Lighthouse), a small building northwest of the terrace (1874, may have been used to store coal), a 675-foot plank walk laid between the Lighthouse and the shoreline (1877), a small building on the eastern side of the terrace (by 1886), and a new boathouse north of the Lighthouse (1888). Also constructed in association with the boathouse was a boat cradle, a 120-foot boat way, a coal house, and an oil house. (HSR p. 28, 1867 map)

In 1891 the exterior of the Fire Island Lighthouse is repainted in a wide black and white horizontal stripe pattern and in 1894 the Lighthouse Board proposed a new ‘bivalve lightning light’ (a type of Fresnel lens that consisted of two bull’s-eye style lenses, one mounted on each side of the lamp, which had a powerful flash) for the Fire Island Lighthouse, to support navigation of transatlantic steamers destined for the port of New York. The following year, a new powerhouse, coal shed, and a 750-foot narrow gauge railroad (laid from the bay shore to the powerhouse) were constructed to support the new electric light, and the base of the first Fire Island Lighthouse was converted into a 10,500 gallon covered cistern. Also erected was a flagpole to display hurricane signals. (Howell p. 22, HSR pp. 28-29, 62)

U.S. Life-Saving Service Station

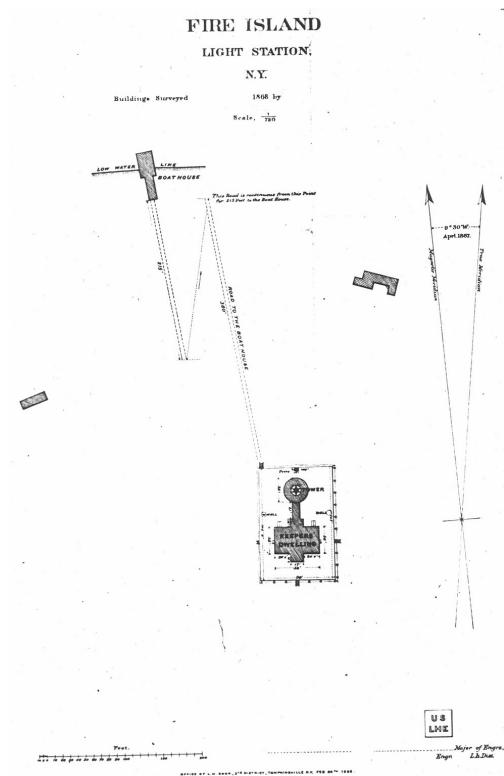
The U.S. Life-Saving Service, established in 1871, expanded upon the goals of the Life Saving Benevolent Association of New York, establishing seven manned life-saving stations along the Fire Island shoreline, including one in 1878 constructed near the Fire Island Light Station. In 1881, the USLSS moved its station onto the Fire Island Light Station tract and then in 1886 the Service moved its boathouse onto the Light Station. In 1893, the Station was moved again, to a second location on the Light Station tract. (Gonzalez pp. 9-10, HSR p. 17)

Sammis Property

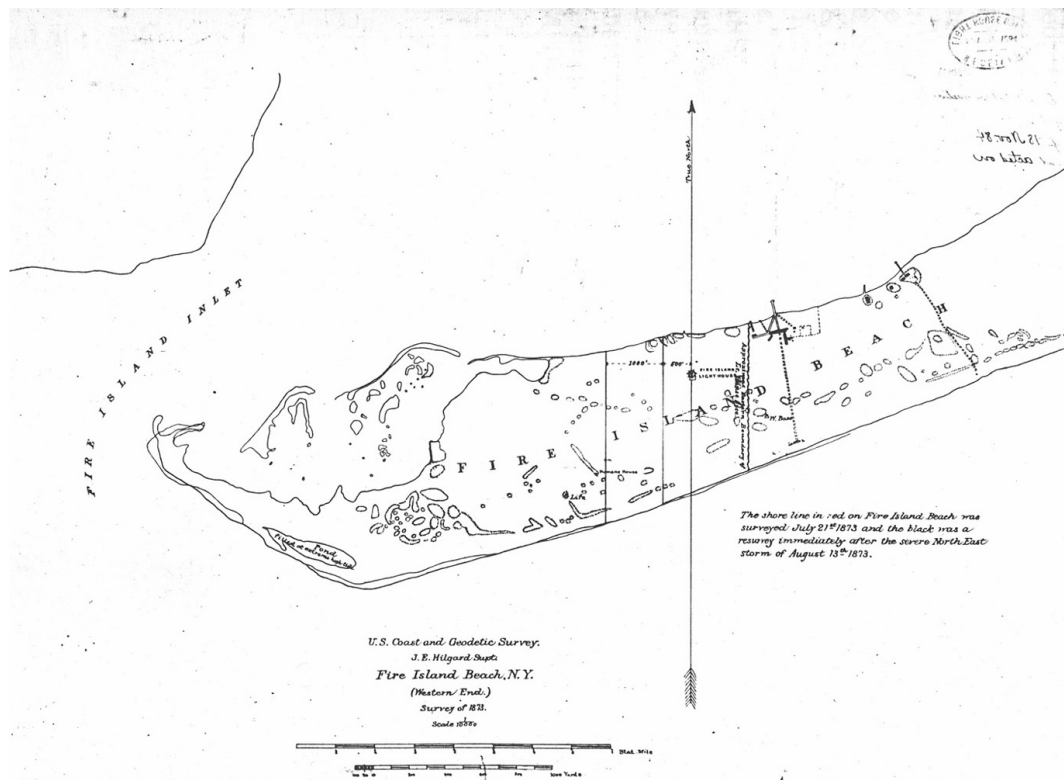
Several developments also occurred on a tract east of the Lighthouse (now within the NPS Fire Island Light Station Unit) during the 1850s and 1860s. By 1856, neighboring landowner David Sammis constructed and operated a chowder house near the bayside shoreline. In 1857 he constructed a 100-foot addition and transformed the chowder house into the Surf Hotel, which could accommodate 100 guests. In 1870 he further expanded the Surf Hotel to accommodate up to 400 guests and by 1890 over a mile of plank walks were constructed around the hotel. The hotel attracted wealthy New York vacationers. In 1892, a cholera epidemic in Europe led to the sale of the hotel and the 125 acres surrounding it to the state of New York. Governor Flowers, searching for an area to quarantine first class passengers aboard several ships arriving from Europe, purchased the hotel from David Sammis. After the epidemic

subsided, the hotel re-opened and operated under a lease issued by the state of New York. It never regained the popularity it had known prior to the epidemic. (Howell p. 30, 35, Fletcher pp. 98-102)

Between 1868 and 1870, the Western Union Telegraph Company constructed a signal tower (marine observatory) and telegraph station on David Sammis' property, half way between the Surf Hotel and the ocean. Prior to construction of the Western Union Fire Island Marine Station, members of the Western Union Telegraph Company's marine service watched for approaching ships from the cupola of the Surf Hotel, then alerted New York port authorities of their impending arrival. In 1878, the U.S. Lighthouse Service authorized installation of a Western Union Telegraph Company apparatus in the Fire Island Lighthouse. (HSR p. 17, Fletcher p. 70)



Plan view of the Fire Island Light Station showing the Lighthouse and Keeper's Quarters relationship to the boathouse by a road and two other outbuildings, 1868. (HSR)



Plan view of Fire Island showing the relationship of the Fire Island Lighthouse to the other structures and landscape features, including the complex (likely the Surf Hotel) to the east with an elaborate infrastructure surrounding buildings, 1873. (HSR)



View of west end of Fire Island from Great South Bay. Surf Hotel appears at far left with Fire Island Light Station at right. An unidentified building, perhaps a hotel or barracks sits between them, 1891-1917. (Source unknown)



Looking NW from dunes towards Light Station. In view (L to R) is Terrace, Keeper's Quarters, Lighthouse, small shed, boathouse along shoreline, and identified structures just NE of Terrace, 1891-1936. (Library of Congress)



Western Union Fire Island Marine Station, in foreground in 1898. A linear N-S running structure, either boardwalk or fence, runs past small platform & flagpole. In background, (L to R) Power house, Lighthouse, Keeper's Quarters.

U.S. Naval Radio Compass Station: 1906-1964

Lighthouse

In 1929, fire destroyed the oil house constructed in 1886 on the northwest corner of the terrace, and in 1932, the c. 1858 privy constructed on the north side of the terrace was presumably removed when interior bathrooms were installed in the Keeper's Quarters. (HSR p.30) Around 1954 the boat house was moved near the foundation of the first Fire Island Lighthouse and on the foundation of the powerhouse, which had recently been removed.

Life Saving Station/U.S. Coast Guard Station

In 1915, the U.S. Life-Saving Service merged with the U.S. Cutter Revenue Service to form the U.S. Coast Guard. Between 1917 and 1921, at least four surfman houses were built south of the former U.S. Life-Saving Station, now under U.S. Coast Guard administration. In 1920, the U.S. Coast Guard at Bay Shore, New York received permission to establish U.S.C.G. Station No. 83 on the Fire Island Light Station. With the completion of a new U.S.C.G. Station (presently known as U.S.C.G. Station Fire Island) near the present Robert Moses Causeway terminus in 1934, the U.S.C.G. Station No. 83 on the Fire Island Light Station was gradually abandoned. (McCormick pp. 54, 64, Gonzalez pp. 10)

U.S. Naval Radio Compass Station

In 1906, the U.S. Navy was issued a permit to erect and occupy an experimental Radio Compass Station near the Fire Island Lighthouse as radio or wireless communication was a new technology. Prior to radio communication, the Navy had relied on visual signals, homing pigeons, and underground sea cables, which during wartime were vulnerable to sabotage. In 1907, the Navy began operation of the Radio Compass Station. The new Station was one of twenty-five stations located along the coastline of the continental United States. It replaced U.S. Navy compass stations at Montauk Point (eastern end of the Long Island barrier islands) and at Navesink Highlands, New Jersey, both of which were considered unsatisfactory. The Navy anticipated that, with the addition of the new station, communication along the coast from Delaware to Rhode Island would flow uninterrupted. (McCormick p. 64; Annual Reports of the Navy Department for the Years 1906-1907 located on the web site:

<http://earlyradiohistory.us/navy1.htm>)

Buildings and structures constructed for the Radio Compass Station throughout its history included a compass building or radio house, radio towers, central barracks, an officer's house, engine house, and related outbuildings. The heart of the Radio Compass Station revolved around the Navy's direction finder (also known as radio compass) and the towers. In the early years of development, beginning around 1906, the Station included a Wireless Telegram Direction Finder and two 180' Wooden Towers. Over the years, the Wireless Telegram Direction Finder was replaced with the Telefunken Compass Building (1914) and was also referred to as the Radio House on a 1918 survey. Manufactured by the Telefunken Company, the equipment was the first of its type installed by the U.S. Army. Because its accuracy level was not sufficient enough to pinpoint military vessels during wartime, its use was limited to navigation of commercial vessels. In fact, during World War I, the Radio Compass Station was forbidden from transmitting and was solely used as a listening station for traffic between Germany and the United States. (<http://earlyradiohistory.us/1963hw.htm>) The wooden towers were also replaced by Steel Radio Towers by 1930.

The functions of the Station were supplemented by support buildings including a dwelling that began as a one-story dwelling in 1906, was converted to a 1 ½ story dwelling (or crew house) and then into the two-story U.S.C.G. Annex Building that exists today. Another dwelling, the Chief Radio Operator's house was constructed in 1916. By 1918, according to a survey map completed that year, the Station

included the Radio House, Crew House, Head, Engine House, Battery House, Gasoline House, Shop, Coal House, Paint Locker and Chief's House.

Between 1934 and 1939, the Navy upgraded and repaired the Station. One of the towers, erected adjacent to the U.S.C.G Annex Building, stood 300 feet high. Its signal extended from Labrador to the Gulf of Mexico. A second tower stood on the ocean beach. The radio-beacon tower served as an aid to mariners. By the mid-1930s, all that remained of the two original wooden radio towers were their foundations, and the cistern had been filled in. (McCormick p. 66; HSR p. 17)

New York State Park

In 1908, New York established its first state park on the Surf Hotel property (previously owned by David Sammis), a 125-acre parcel east of the Fire Island Lighthouse. Fire had previously destroyed the hotel. In 1924, the federal government ceded 600 acres of accreted land west of the Fire Island Lighthouse to New York, also for use as a state park. Together, both sections flanking the Fire Island Light Station were known as Robert Moses State Park. The state built a number of shelters and bathhouses in the park. In 1926, the Rotary Club of New York constructed Camp Cheerful, a camp for handicapped boys, on the south side of Burma Road. (FIIS Proposal p. 4; McCormick p. 56; Howell p. 36; [www/nyrotary.org](http://www.nyrotary.org))

Western Union Fire Island Marine Station

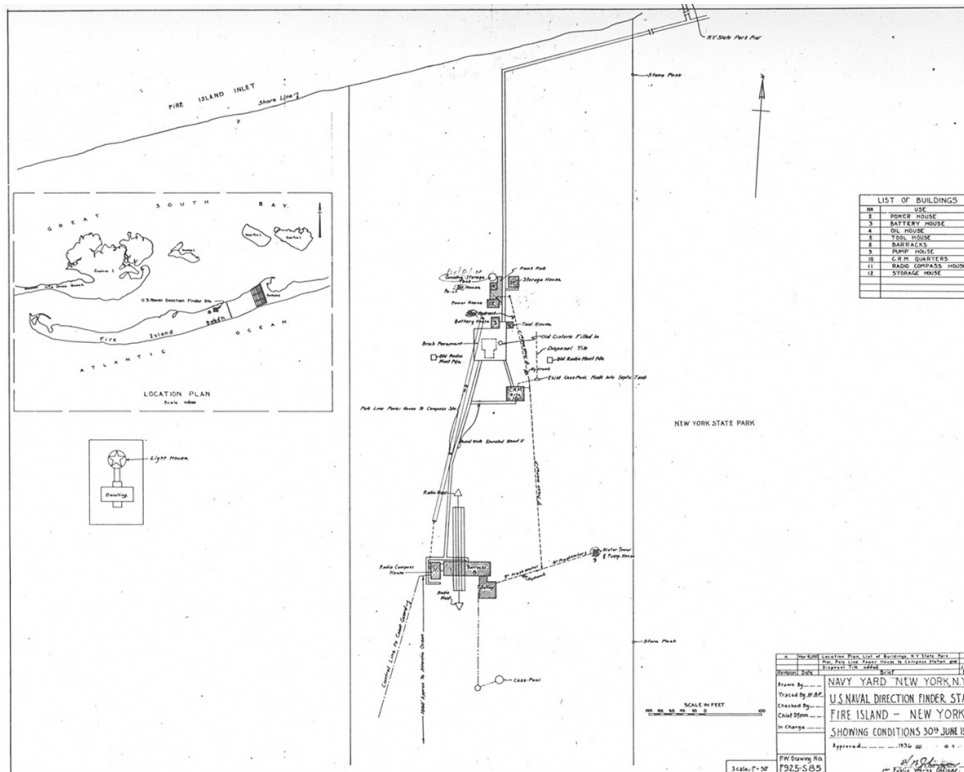
In 1920, the Western Union Telegraph Company abandoned the signal tower and telegraph station located on the state park property. A hurricane, also known as the Great Hurricane of 1938, destroyed the signal tower and station, as well as all of the state park facilities, including Camp Cheerful. The camp was never rebuilt and future state park facilities were only constructed on the 600-acre portion of the park west of the Fire Island Light Station, an area less prone to the destructive forces of nature. (Fletcher p. 104; HSR p.17, Howell p. 36)

U.S. Coast Guard Administration of Fire Island Light Station and Radio Compass Station

In 1939, administration of the Fire Island Light Station was turned over to the U.S. Coast Guard, which corresponded to the Reorganization Act of 1939, which was an effort to bring maritime activities under one organization. In 1941 the Coast Guard, now under the direction of the U.S. Navy due to World War II, assumed responsibility for the Radio Compass Station. During World War II, the Coast Guard used the Keeper's Quarters and the U.S.C.G Annex Building primarily for barracks to house beach patrol personnel. After the war, the Voice of America broadcasted for a short period from the U.S.C.G. Annex Building.

Following World War II, additional changes to both stations occurred. The electric power plant constructed in 1895 was removed and a metal paint locker was constructed on the northeast corner of the Terrace. By 1960, the boathouse north of the Fire Island Lighthouse was moved to the powerhouse foundation, and sometime prior to 1965, the Chief Radio Operator's Residence was also removed. (HSR p. 7, 30, McCormick p. 66, Howell p. 28)

Fire Island Light Station
Fire Island National Seashore



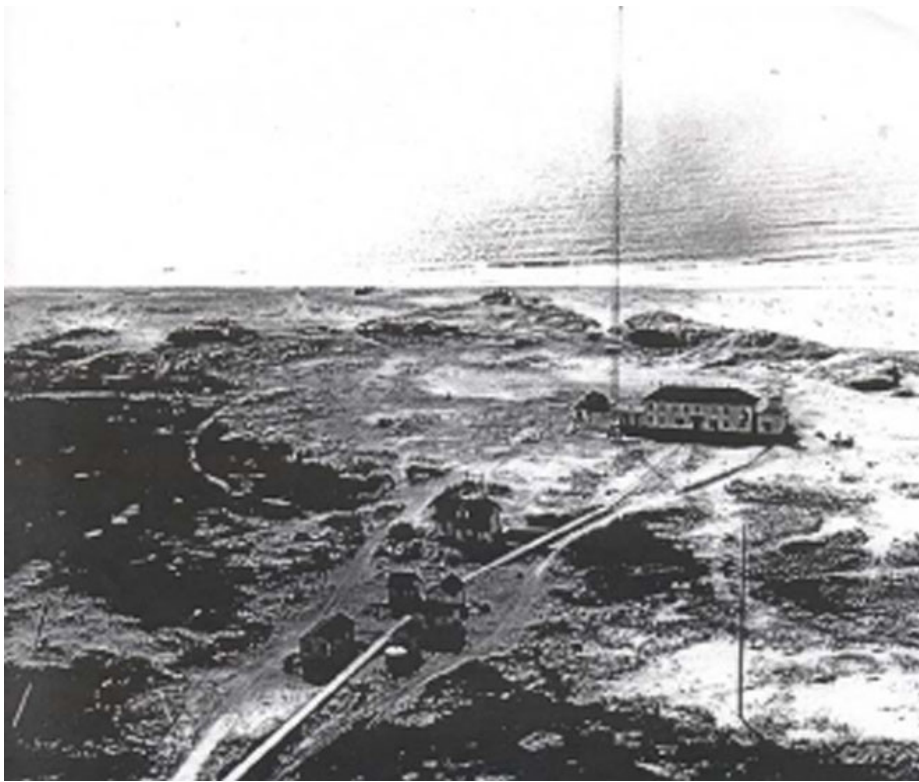
Plan view of the U.S. Naval Radio Compass Station, 1936. (HSR)



U.S. Naval Radio Compass Station. Radio towers were installed throughout the property, including the one pictured here to the left of the Annex Building, 1920-1936. (HSR)



Fire Island Light Station and U.S. Naval Radio Compass Station depicts changes that have occurred in landscape including: elimination of Power house and Fire Island Marine Station. Notice clear view of boathouse, pier, 300' radio tower, after 1939. (HSR)



Looking S towards Atlantic Ocean, Radio Compass Station including U.S.C.G. Annex, 300' radio tower, boardwalk and support structures, including Store House, Oil House, Tool House and Chief Radio Operator's Residence, 1938-1960.



Looking SW from Great South Bay, c. 1960. Dock and boathouse, once sited N of Lighthouse have been removed. Part of the Radio Compass Station appears, including U.S.C.G Annex, few support buildings and north-south running boardwalk. (HSR)

Fire Island National Seashore: 1964-present

On September 11, 1964, Congress approved Public Law 88.587 establishing Fire Island National Seashore. Although the Fire Island Light Station was not included in the original boundaries of the national seashore, the NPS began use of the site in the early 1970s. In 1971 the U.S. Coast Guard declared 81.4 acres of the Station excess property. The following year, the NPS obtained a license to use the property, and portions of the buildings. In 1973, the Coast Guard relinquished the former Radio Compass Station and decommissioned the Fire Island Light Station. The Coast Guard turned off the light at midnight on December 31, 1973. A flashing strobe on top of the Robert Moses water tower at the terminus of the Robert Moses Causeway replaced the historic light. (Legislative History p. 1, HSR pp. 2-3, McCormick p. 68, Howell p. 37)

A fire in 1973 destroyed the back of the U.S.C.G Annex Building. During the 1970s, the NPS used the front of the U.S.C.G Annex Building for offices, outbuildings for storage, and house trailers brought on site to house ranger staff. A horse barn and corral were constructed north of the U.S.C.G Annex Building. By 1977, all that remained of the radio towers encircling the site were the concrete bases and guide wire anchors. The 300-foot radio adjacent to the U.S.C.G Annex Building remained, and continued to display a radio beacon to signal airplanes of its presence. (Howell p. 28, McCormick pp. 66-68)

Public Law 95.625, passed on November 10, 1978, expanded the boundaries of the Fire Island National Seashore. Included within the new boundaries were the Fire Island Light Station, the Telefunken Compass Building/Radio House, and the eastern parcel of the Robert Moses State Park. Transfer of the land within the new boundary began the following year when custody of the 81.4-acre parcel (Tract 1701) was transferred by the Coast Guard to the NPS. In 1981 custody of an additional 37.2 acres (Tract

1703) is transferred to the NPS. Together, the two tracts include the Fire Island Lighthouse, Keeper's Quarters, and the Radio Compass Station. In 1986, the state of New York transferred the 125-acre state park parcel (Tract 1702) located east of the former Radio Compass Station to the NPS. This land transfer completed the Fire Island National Seashore's land acquisition plan. (Legislative History p. 8, HSR pp. 2-3, Howell p. 38)

The primary force behind the rehabilitation and continued use of the Fire Island Lighthouse and Keeper's Quarters is the non-profit Fire Island Lighthouse Preservation Society, Inc. Founded in 1982, the Society raised enough funds by 1985 to begin Lighthouse and Keeper's Quarters restoration. With funds provided by the Society and special appropriations, the NPS awarded contracts to repair the Lighthouse and to restore and convert the Keeper's Quarters into a visitor center. In a ceremony held on May 26, 1986, the Coast Guard re-commissioned the Fire Island Light Station and re-lit the tower light. The following year the rehabilitated Keeper's Quarters/visitor center opened to the public and in 1989 the Lighthouse opened to the public for the first time for two days, in celebration of the 200th Anniversary of the U.S. Light House Service. In 1996, the NPS and the Fire Island Lighthouse Preservation Society signed an agreement to cooperatively operate the Fire Island Light Station. (HSR p.4, Howell pp. 26, 39, AssessAlter 4)



Looking east over Fire Island, showing Light Station and Radio Compass Station, including the 1960 Annex Garage. The Kismet community is in the background, 1960-1994.



The Fire Island Lighthouse and Keeper's Quarters, 2004. (OCLP)

Analysis And Evaluation

Summary

This section provides an evaluation of the landscape's physical integrity by comparing landscape characteristics and features present during the period of significance (1826-1960) with current conditions. Each characteristic or feature is classified as contributing, non-contributing or undetermined to the site's overall historic significance. For those features that are listed as undetermined further primary research, which is outside the scope of this CLI, is necessary to determine the feature's origination date.

Contributing characteristics or features were either present during the period of significance or are in-kind replacements of such historic elements. Landscape characteristics identified for Fire Island Light Station are spatial organization, land use, vegetation, circulation, buildings and structures, views and vistas, and small-scale features. This section also includes an evaluation of the property's integrity in accordance with National Register criteria. Historic integrity, as defined in National Register Bulletin 30, is the authenticity of a property's identity, evidenced by the survival of physical characteristics that existed during the site's historic period. The National Register recognizes seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Several or all of these aspects must be present for a site to retain its historic integrity. To be listed on the National Register a property not only must be shown to have significance under one of the four criteria, but must also retain integrity.

Location

This aspect of integrity refers to the place where the landscape was constructed. Although boundaries have changed somewhat over time and the shoreline and accretion have changed the western portion of Fire Island, the Fire Island Light Station and Radio Compass Station remain in their historic locations. Therefore, the site retains high integrity of location.

Design

The combination of elements that create the form, plan, space, structure and style of a cultural landscape or historic property fall under this category. Fire Island Light Station and the Radio Compass Station maintain high integrity of design for both the structures and the landscape when compared to the end of the period of significance. Throughout the long period of significance many changes occurred as the site was developed for maritime navigation and communications use, including the addition, deletion and moving of various buildings and circulation features. However, at the end of the period of significance and even for a few decades prior to that end date the configuration of existing buildings mirrors what stands today. Each structure has remained relatively true to the original design. In particular the spatial organization and relationships within and between the two building clusters has remained consistent throughout the site's development. While boardwalks have been added in places they didn't exist historically, the use of boardwalks as a circulation feature reflects the type used during the historic period. Buildings that no longer exist, such as those related to the Western Union Fire Island Marine Station and outbuildings associated with the Light Station; reflect two unique qualities of this site; one, the changing activity over time that was inherent to a property of this type, and two, harsh weather conditions, such as the Great Hurricane of 1938.

Setting

Since the setting, or physical condition, for the Light Station and Radio Compass Station has remained consistent during the period of significance, the site's landscape retains high integrity of setting. The Light Station and Radio Compass Station's watchful view over Great South Bay and location near Long Island and the New York Harbor provide the site with its necessary strategic position. Both are nestled along the coastline and surrounded by dunes and coastal vegetation which has dominated the landscape since the beginning of the site's development for maritime navigation use. The most marked change to the

setting has been the gradual, but dramatic accretion of land to the west of the Light Station making the western border of Fire Island increase nearly 5 miles since the Lighthouse was built.

Materials

All types of materials, including those used for the construction of circulation, vegetation, and other landscape features, as well as the materials' placement in the landscape, are included under this aspect of integrity. The quality and placement of the materials found at the site is mixed, resulting in a moderate integrity of materials. In areas that have not been rehabilitated, original construction materials remain, including foundations and buildings that have been preserved. In areas that have already been rehabilitated some of the original materials remain, but some were replaced by necessity during renovations even though great care was used. This is the case for the Lighthouse, Terrace, Keeper's Quarters, and outbuildings associated with the Radio Compass Station. Circulation features, especially boardwalks, contain little or no original materials. Some of the boardwalks have been rehabilitated or are newly built and use a wood and plastic composite building material which is not historic. Some original materials exist in the fencing, but much is in a deteriorated state. Vegetation species are nearly all the same, with the possible addition of non-native invasive species, but all are in the same location and exhibit the same massing as during the historic period. Like the vegetation the dunes and sandy soils clearly reflect the materials and character of the historic period.

Workmanship

This aspect of integrity refers to the physical evidence of the crafts of a particular period. This site maintains moderate integrity of workmanship. There is still evidence of the fine quality of historic workmanship exhibited primarily in the buildings such as the Lighthouse, Terrace, Keeper's Quarters, Boathouse, U.S.C.G. Annex Building and outbuildings. However, the style of workmanship which would have been exhibited in the boardwalks or structures that were more temporary in nature has been lost. This is especially true of any of the several buildings or structures that were constructed with found materials, which would have exhibited a style particular to this type of working site.

Feeling

A property's expression of the aesthetic or historic sense of a particular time period is evaluated under this aspect of integrity. Fire Island Light Station and the Radio Compass Station have high integrity of feeling to the historic period. At the height of operations this site was an active and productive landscape which it continues to be today. Though the site as a whole is no longer used exactly as it was during the period of significance, the Lighthouse, reactivated in 1983, performs similar functions to those of the historic period. In addition the existence of many of the main and support buildings add to the historic sense of place.

Association

This aspect refers to the direct link between the significant historic event or person and the cultural landscape. This property maintains high integrity of association. The remaining landscape design, characteristics and features primarily date to the historic period, with minor alterations to the landscape resulting from various stabilization and rehabilitation projects.

Integrity of the Property as a Whole

As stated above, the Fire Island Light Station and Radio Compass Station property retains high degree of integrity in location, design, setting, feeling and association. It retains moderate integrity in materials and workmanship. According to National Register guidelines, a property either does or does not retain its overall historic integrity, indicating that it does or does not convey its significance. Even though there have been incremental changes subsequent to the historic period, the above analysis indicates the Fire Island Light Station cultural landscape does retain integrity to its 1826-1960 period of significance.

Landscape Characteristics And Features

Spatial Organization

Historic Period

Early development of Fire Island Light Station was centered on the Lighthouse. Support buildings, including the Keeper's Quarters, boat houses (one of which exists today), and coal/oil houses surrounded the Lighthouse structure forming a tight cluster of buildings. These buildings were likely connected by circulation routes, although little is known of their exact traces and materials. These connections likely began as pedestrian paths and bridle trails with some being transformed to accommodate vehicles during the later part of the historic period. However, due to the shifting nature of the sandy soils and closely sited structures, extensive vehicular routes within the Light Station cluster were not necessary. The spatial organization of the Light Station was also affected by the critical connection between the Light Station and the shoreline, which was the primary access to the Light Station in the early years of the historic period. Following the completion of a bridge from Long Island to Fire Island, the spatial organization was affected by the light station's new connection to a vehicular road that ran along the centerline of the island.

Beginning in 1906 another cluster of buildings began development to the east of the Fire Island Light Station by the U.S. Navy. The Radio Compass Station had a similar spatial organization to the Light Station with main buildings, the Compass Building/Radio House and U.S.C.G. Annex surrounded by support structures, such as the engine house, oil house, and tool house. A photograph from the 1930s shows the U.S.C.G. Annex was connected to the support structures by a boardwalk, which then continued in the direction of the shoreline.

Topography played a role in the siting of both these building clusters. Located on the more protected northern or Great South Bay side of the island, the Light Station and Radio Compass Station were built in the narrow, but relatively flat area that exists between the dunes and the shoreline.

Existing Conditions

The spatial organization of both building clusters remains very similar, with support structures surrounding a main building. In both cases, the number and distribution of support structures has decreased. In addition, the building clusters remain positioned between the dune to their south and the shoreline to their north. The main change to the spatial organization of the study area, including both building clusters, has been due to the changes in circulation. First of all the connection between the main structures (Lighthouse and U.S.C.G. Annex) and the shoreline is neither as active nor as primary. Second, the connection between the main structures and the main vehicular access road has increased in importance and activity. Third, there has been a major increase in the development of boardwalks for pedestrian circulation both around and between the two building clusters.

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Burma Road	Contributing			
Connection between Stations and shoreline	Contributing			

Fire Island Light Station	Contributing
Radio Compass Station	Contributing

Land Use

Historic Period

The use of this site for maritime navigation was consistent for the entire length of the historic period. First developed as a light station, the U.S. Navy and then U.S. Coast Guard both made use of this site due to its prime location near the entrance to the New York harbor between for both critical navigational and communication needs of seafaring vessels. Its use as a base for life-saving efforts began in the mid-19th century and continued through the 1920s. Early commercial and recreational activities included hunting and fishing, and agricultural use (field crops and grazing) existed at the time of construction of the first lighthouse. Agricultural use diminished as maritime and recreational use increased. Commercial recreational use began in the mid-19th century when the Surf Hotel was built. The use of this hotel waned in the late 19th century, but recreational use of the property was reestablished in 1908 when New York developed its first state park on the hotel property. In 1926, nearly ten years after the hotel burned down, recreational use of the site continued when a summer camp for disabled boys was established. Camp Cheerful remained in use until its facilities were destroyed during the Great Hurricane of 1938.

Existing Conditions

Maritime navigational and communication use of the site was discontinued in 1973 when the Lighthouse was decommissioned and the U.S. Coast Guard relinquished their use. However, due to the efforts of the Fire Island Lighthouse Preservation Society and the NPS, the Lighthouse was recommissioned by the U.S. Coast Guard in 1986 thereby continuing active maritime navigational use of the site. Due to the fact that nothing remains to represent the historic recreational use of the site (from either the hotel or camp), recreational land use is not related to the significance of the property.

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Maritime Navigation	Contributing			

Vegetation

Historic Period

Photographs of the area throughout the historic period show a mixture of grasses, groundcovers, shrubs and low-growing trees, likely kept small by environmental conditions of the island's frequent high winds and salt spray. While not specifically documented in any historic documents, the plants were likely native seashore species. The distribution of the vegetation occurs in irregular mosaic masses, with denser areas found between the bare shoreline and the sparsely covered areas surrounding the building clusters. In comparing the amount of vegetation surrounding the two building clusters, larger amounts of dense vegetation form a closer perimeter around the Lighthouse compared with the much sparser sandy or low grassy areas extending out from the Radio Compass Station.

Existing Conditions

Vegetation in the project area falls into three main groups, trees, shrubs and grasslands. According to a 1986 study of vegetation on Fire Island, "the National Park Service, using aerial photographs, roughly estimates vegetative composition of Fire Island to consist of 76% grass, 16% brush (i.e., shrubs and woody vines), and 8% forest" (Stalter, Lamont, Northrup, 1986). In addition that study used the area around the Light Station and Radio Compass Station as a test area and found it contained a large number of plant species, many of which are found nowhere else on the island. Non-native species are typically found where gardens and lawns have been planted (Stalter, Lamont, Northrup, 1986). Today, trees occur in a handful of patches with three main clumps, one located to the west of the Lighthouse, another located to the northeast of the U.S.C.G. Annex, and a third located to the north of the fire house that surrounds a fresh-water pond. Shrubs cover even larger areas, mainly on the north side of Burma Road and dune, and generally surround the tree patches. A handful of shrub areas extend through the dunes and up over the sand masses to the south or Atlantic Ocean side of the island. Areas of trees and shrubs, also referred to as thicket zones, include bayberry, poison ivy, earthstars, British soldier lichen, black cherry, pitch pine, eastern red cedar, and American holly. In addition to the thicket zones, some shrubs grow in the upper beach and dune areas, including beach heather, beach plum, beach rose, and American sea rocket. The grasslands form anywhere from the shoreline of the Great South Bay to the dunes and include species such as dusty miller, seaside goldenrod, beach pea, cordgrasses, and American beach grass. (Richard, p. 46)

While the distribution and amount of vegetation has increased somewhat since the end of the historic period, the character of the vegetation masses on the site remains the same. The composition and types of species, while somewhat affected by an increase in invasive species, is very similar to what has grown here since the beginning of the historic period.



Thicket Zones in the midground, Coastal Grasslands in the foreground, and Upper Beach and Dune Vegetation in the far background. The U.S.C.G. Annex is pictured. (OCLP 2004)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Coastal Grasslands	Contributing			
Thicket Zones (trees and shrubs)	Contributing			
Upper Beach and Dune Vegetation	Contributing			

Circulation

Historic Period

While documentation of the historic circulation around the Light Station and Radio Compass Station is sparse, some evidence gives a sense of its character during the historic period. Prior to the Robert Moses Causeway being built, primary access to the Light Station and Radio Compass Station occurred along the shoreline. The first reference to a plank walk occurred around 1827 in a letter between the Fire Island Light keeper and his son. To facilitate the moving of people and materials from the shoreline up to the Lighthouse a plank walk, known to have been built in 1877, connected these two areas. Plank walks were the desired type of circulation infrastructure since they provided easy access over the sandy soils and between the varieties of buildings on the site. Plank walks were built around and radiating from the Surf Motel in the late 19th century, and plank walks surrounding the Radio Compass Station are depicted on 1918 and 1936 survey maps. The plank walk connecting the Radio Compass Station to the shoreline exists in a photograph from the 1930s. How much earlier it was built is unknown. By 1895, a short rail line was built to facilitate the moving of materials from the shoreline to the Lighthouse. This narrow-gauge railroad likely complemented, but did not replace the plank walks. As cars became more heavily used and the Robert Moses Causeway was completed access to the Light Station and Radio Compass Station switched from the shoreline to Burma Road which ran along the center of the island. Over time pedestrian circulation continued to occur over plank and boardwalks, and the use of the short rail line and piers diminished.

Existing Conditions

Primary access to the Fire Island Light Station and Radio Compass Station occurs along a main vehicular access road, the Burma Road. This road begins at a rotary at the junction of the Robert Moses Causeway and is paved up until the point it enters the Fire Island National Seashore. While not paved, the road is hardened and stabilized to provide regular vehicles access to the Light Station and Radio Compass Station parking lot. Further west of this point, only certain cars (those with deflated tires or four-wheel drive) are allowed to navigate the sandy road. Vehicular access terminates at east end of the project area near the fire house and the Kismet community boundary. However, the Burma Road continues east through the communities for bike and pedestrian traffic. While access by cars is possible along Burma Road, vehicular access is limited to those with special permission. The public gains access to the Light Station and nearby beaches by walking from parking lots located in the Robert Moses State Park (west of the Fire Island Light Station).

Both the road and boardwalks serve the pedestrian circulation needs. Boardwalks begin near the entrance to the Fire Island National Seashore where the paved road ends. One of the boardwalks heads south and provides a direct connection to the beaches along the Atlantic Ocean side of the island. The other boardwalk weaves its way east towards the Lighthouse and then continues on to the Radio Compass Station. Four boardwalks branch off the main walk. Moving from west to east, the first one occurs west of the Lighthouse and heads north to the Great South Bay shoreline. The second branch heads southeast, crosses Burma Road and continues to the beach looking out over the Atlantic Ocean. The third, and shortest branch, begins at the northwest corner of the Fire Island Lighthouse terrace and heads north to the shoreline. While the boardwalk is contemporary, its alignment likely follows or matches the late 19th to early 20th century plank walk between the Lighthouse and shoreline. The fourth and final boardwalk connects the main building of the Radio Compass Station with a cluster of outbuildings sited halfway between the U.S.C.G. Annex and the shoreline and a pier which juts out into Great South Bay. Like the boardwalk near the Fire Island Lighthouse, this boardwalk also follows an historic alignment even though it reflects contemporary construction. Informal sand paths complement the boardwalks and typically connect Burma Road to the shorelines.



Sand Path leading over dunes to seashore (OCLP 2004)



Boardwalk leading from Radio Compass Station complex towards Pier. (OCLP 2004)



Burma Road (OCLP 2004)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Boardwalk alignment from Lighthouse to shoreline	Contributing			
Boardwalk alignment from U.S.C.G. Annex to pier	Contributing			
Burma Road	Contributing			
Pier	Contributing			
Remnant rail bed from narrow-gauge railroad	Contributing			
Sand paths (with historic alignments)	Contributing			
Contemporary boardwalks	Non-Contributing			
Contemporary sand paths	Non-Contributing			

Buildings And Structures

Historic Period

Early building development centered on the first Fire Island Light, built in 1826-1827. In addition to the Lighthouse, a barn and then later a small house were built in the area. Of these structures only the foundation of the Lighthouse exists today. In the 1850s building activity heightened resulting in a life saving station, a small hotel and fisherman's shacks. Major development of this period included the building of the chowder house, which was then expanded into the Surf Motel, and the Fire Island Lighthouse, which stands today. Between 1857 and 1859 several structures were built some in conjunction with the Lighthouse, including Keeper's Quarters, a wharf, storehouse, barracks for workmen, and privy. It is unknown when the wharf, storehouse and barracks were removed, but the privy was removed in 1932. A variety of support buildings were erected around the Lighthouse between 1867 and 1895 including two boathouses (1867 and 1888), four coal houses/sheds (1874, c.1886, 1888, and 1895), one oil house (1888), and a boat cradle (1888). This piecemeal building of structures exemplifies the ever-changing support needed to maintain the Light Station.

In 1868 development of structures related to the radio and telegraph use of the site begins when the Western Union Telegraph Company builds a signal tower and telegraph station. Major development of this area east of the Light Station begins in 1906 for the Radio Compass Station and resulted in a compass building/radio house, towers, barracks, engine house, and various other support outbuildings. By 1916, the Chief Radio Officer's Residence was on site, and in 1920, the U.S.C.G. Annex Building was added to the property. The Annex Garage was completed in 1960 and was the last building completed as part of this complex.

Other buildings, not directly related to these two main complexes, were completed over the years. The enhancement of the lifesaving activities was picked up again in 1878 when a new life saving station was built near the Lighthouse. Four surfman houses were built between 1917 and 1921 located south of the Radio Compass Station. Buildings associated with Camp Cheerful were built in 1926, but destroyed along with many other things during the Great Hurricane of 1938.

Existing Conditions

A number of buildings exist today which exemplify the two main uses of this site during its historic period. For the Light Station, core buildings including the Lighthouse, Keeper's Quarters, Terrace and Boat House remain. Missing are buildings representing the support structures historically associated with the Light Station including a coal/oil house, wharf, and storehouse. The same is true of the Radio Compass Station. Most of the buildings associated with this complex still exist with the exception of the engine house (only the foundation remains), radio towers (only foundations remain), and Chief Radio Officer's Residence, which was removed by 1965. None of the buildings associated with the lifesaving station or historic recreational use (Surf Hotel or Camp Cheerful) of the site exist today.



Fire Island Lighthouse and Keeper's Quarters. The Terrace isn't visible. (OCLP 2004)



U.S.C.G. Annex from Burma Road. A radio tower foundation is in the midground. (OCLP 2004)



Radio Compass Station outbuildings with the U.S.C.G. Annex in the background. (OCLP 2004)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Annex Garage	Contributing	Fire Island Light Station - Annex Garage	040915	LH 94
Boat House	Contributing	Fire Island Light Station - Boat House	040916	LH 99
Engine House Foundation	Contributing	Fire Island Light Station - Engine Mounts	040921	LH 214
Fire Island Lighthouse	Contributing	Fire Island Lighthouse	022292	LH 91
First Lighthouse Foundation	Contributing	Fire Island Light Station - First Lighthouse Fndn.	040922	LH 215
Keeper's Quarters	Contributing	Fire Island Light Station - Keeper's Quarters	022293	LH 92
Oil House	Contributing	Fire Island Light Station - Oil House	040917	LH 97

Power House Foundation	Contributing	Fire Island Light Station - Power House Foundation	040924	LH 217
Radio Tower Foundations	Contributing	Fire Island Light Station - Power House Foundation	040924	LH 217
Store House	Contributing	Fire Island Light Station - Store House	040918	LH 96
Terrace	Contributing	Fire Island Light Station - Terrace	040926	LH 220
Tool House	Contributing	Fire Island Light Station - Tool House	040919	LH 98
U.S.C.G. Annex Building	Contributing	Fire Island Light Station - U.S.C.G. Annex	040920	LH 93
Connector	Non-Contributing	Fire Island Light Station - Connector	040937	LH 219
Sewer System	Non-Contributing			
Shed (located east of Radio Compass Station)	Undetermined			
Shed (located west of Light Station)	Undetermined			

Views And Vistas

Historic Period

A Fire Island Lighthouse has dominated the view from Long Island, Great South Bay and the Atlantic Ocean since 1827, serving as a point of reference and navigation for all those living on and passing by the island. It has changed appearance during that time from an octagonal bluestone structure to a cream-colored cylindrical structure to the present-day black and white horizontal stripes added in the late 19th century. The view from the Lighthouse during the historic period included the immediate surrounds of the Light Station and Radio Compass Station consisting of boardwalks connecting the building clusters, and low growing coastal vegetation to the sand dunes and shorelines. Beyond the shore were views of the Great South Bay, the Atlantic Ocean and Long Island. Towards the mid-part of the 19th century through the early part of the 20th century, various buildings relating to the lifesaving stations, the hotels and summer camp would have appeared as well, but were gone by the end of the historic period. Towards the end of the period of significance the Robert Moses Causeway and development associated with the Robert Moses State Park were added to the scene west of the Light Station.

Existing Conditions

The view of the Lighthouse from the surrounding area is the same today as it was at the end of the period of significance. The view from the Lighthouse has changed somewhat. Major changes include the addition of boardwalks that don't follow historic alignments and the increased development and added density of private home development in the communities east of the site.

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
View from Fire Island Light Station	Contributing			
View of Fire Island Light Station	Contributing			

Small Scale Features

Historic Period

Very little documentation has been uncovered to provide information about the history of small-scale features on the site. Exceptions include the installation of a flagpole for hurricane signal flags in 1895 and the addition of a gasoline storage tank between 1906 and 1915. Although their date of installation or first use is not known, photographs taken during the historic period, show Wood-slat Sand Fences in the dunes.

Existing Conditions

Of the features known to have existed during the historic period, only the Gasoline Storage Tank and Wood-slat Sand Fences remain. Though it is not clear if the sand fences which remain actually date to the historic period or are in the same locations, they do reflect the character of the historic landscape. Many other features, including gates, some utility poles, split-rail fences, flagpoles, posts and logs bordering Burma Road may date to the historic period, but further research is needed to make an accurate determination.



Gate at entrance to the Fire Island Lighthouse. (OCLP 2004)



Benches on top of the Fire Island Light Station Terrace. The Keeper's Quarters is in the background. (OCLP 2004)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Gasoline Storage Tank	Contributing	Fire Island Light Station - Gasoline Storage Tank	040923	LH 216
Wood-slat Sand Fences	Contributing			
Benches	Non-Contributing			
Bike Racks	Non-Contributing			
Fire Equipment	Non-Contributing			
Interpretive Signs	Non-Contributing			
Temporary Fences	Non-Contributing			
Utility Box - Radio Compass Station parking lot	Non-Contributing			
Utility Poles-southeast of Fire House	Non-Contributing			
Flagpole - Fire Island Light Station	Undetermined			
Flagpole - U.S.C.G. Annex	Undetermined			
Gate - Fire Island Light Station entrance	Undetermined			
Gate - U.S.C.G. Annex	Undetermined			
Logs bordering Burma Road	Undetermined			
Posts	Undetermined			
Split-rail Fences	Undetermined			
Utility Poles - west of Lighthouse	Undetermined			

Management Information

Descriptive And Geographic Information

Historic Name(s): U.S. Coast Guard Station
Robert Moses State Park
U.S. Naval Radio Compass Station
Fire Island Light Station
Fire Island Light
U.S. Life-saving Service Station

Current Name(s): Fire Island National Seashore
Fire Island Light Station

Management Unit:

Tract Numbers: 1701, 1703

State and County: Suffolk County, NY

Size (acres): 243.60

Boundary UTM

Boundary UTM(s):	Source	Type	Datum	Zone	Easting	Northing
	USGS Map 1:24,000	Point	NAD 83	18	650648	4499478

GIS File Name:

GIS File Description:

National Register Information

National Register Documentation: Entered -- Inadequately Documented

Explanatory Narrative:

Fire Island Light Station is listed as a structure in the National Register of Historic Places. A nomination form was completed on April 17, 1981 and approved on September 11, 1981. In this documentation, the Fire Island Light Station was found significant in the areas of commerce, engineering, and maritime history under Criteria A and C for the years 1850-1949 with significant years 1858 and 1859. However, several other features related to the use of the Light Station and its relationship to commerce and maritime history are not mentioned. These include, but are not limited to the foundation of the first Lighthouse, the boat house, and any features part of the U.S. Naval Radio Compass Station.

NRIS Information:

NRIS Number: 81000082
Primary Certification: Listed In The National Register
Primary Certification Date: 9/11/1981
Name In National Register: Fire Island Light Station

National Register Eligibility: Eligible - SHPO

Explanatory Narrative:

Date of Eligibility Determination: 9/28/2005

National Register Classification: District

Significance Level: National

Contributing/Individual: Individual

Significance Criteria: A -- Inventory Unit is associated with events that have made a significant contribution to the broad patterns of our history
C -- Inventory Unit embodies distinctive characteristics of type/period/method of construction; or represents work of master; or possesses high artistic values; or represents significant/distinguishable entity whose components lack individual distinction

Period Of Significance

Time Period: 1826 - 1960 AD

Historic Context Theme: Developing the American Economy
Historic Context Subtheme: Shipping and Transportation by Water
Historic Context Facet: Ships, Boats, Lighthouses, And Other Structures

Area Of Significance:

Category: Maritime History
Priority: 1
Category: Commerce
Priority: 2
Category: Engineering
Priority: 3

National Historic Landmark Information

National Historic

Landmark Status: No

World Heritage Site Information

World Heritage Site Status: No

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Site

Current and Historic Use/Function:

Use/Function Category: Transportation
Use/Function: Water-Related
Detailed Use/Function: Lighthouse
Type Of Use/Function: Both Current And Historic

Use/Function Category: Transportation
Use/Function: Water-Related
Detailed Use/Function: Water-Related-Other
Type Of Use/Function: Historic

Use/Function Category: Defense
Use/Function: Naval Facility
Detailed Use/Function: Naval Facility
Type Of Use/Function: Historic

Use/Function Category: Defense
Use/Function: Coast Guard Facility
Detailed Use/Function: Coast Guard Facility
Type Of Use/Function: Historic

Use/Function Category: Education
Use/Function: Interpretive Landscape
Detailed Use/Function: Interpretive Landscape
Type Of Use/Function: Current

Use/Function Category: Recreation/Culture
Use/Function: Outdoor Recreation
Detailed Use/Function: Outdoor Recreation-Other
Type Of Use/Function: Both Current And Historic

Use/Function Category:

Recreation/Culture

Use/Function:

Museum (Exhibition Hall)

Detailed Use/Function:

Exhibit

Type Of Use/Function:

Current

Ethnographic Information

Ethnographic Survey Conducted:

Adjacent Lands Information

Do Adjacent Lands Contribute?

Adjacent Lands Description:

General Management Information

Management Category: Must Be Preserved And Maintained

Management Category Date: 5/1/2000

Explanatory Narrative:

Strategic Plan for Fire Island National Seashore

Condition Assessment And Impacts

The criteria for determining the condition of landscapes is consistent with the Resource Management Plan Guideline definitions (1994) and is decided with the concurrence of park management. Cultural landscape conditions are defined as follows:

Good: indicates the landscape shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The landscape's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the landscape shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character-defining elements will cause the landscape to degrade to a poor condition.

Poor: indicates the landscape shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

Undetermined: Not enough information available to make an evaluation.

Condition Assessment: Good

Assessment Date: 04/28/2004

Date Recorded: 07/20/2005

Park Management Concurrence: No

Level Of Impact Severity: Low

Stabilization Measures:

Impact:

Type of Impact: Erosion

Internal/External: External

Description:

Erosion is a constant concern for a barrier island such as Fire Island, but at this time it is not providing any immediate adverse affect to extant landscape features.

Type of Impact: Exposure To Elements

Internal/External: External

Description:

Exposure to high winds and salt water affects the landscape features such as vegetation, buildings and structures, but this has been seen throughout the landscape's history and has been mitigated by the Fire Island National Seashore and Fire Island Lighthouse Preservation Society through routine care and maintenance.

Type of Impact: Impending Development

Internal/External: External

Description:

No specific development of adjacent lands is known, but private and state-owned property exists to the east and west. Therefore any planned development should be consider the integrity of Fire Island Light Station to make sure no adverse effects occur.

Agreements, Legal Interest, and Access

Management Agreement: Memorandum Of Agreement

Expiration Date: 12/19/2006

Explanatory Narrative:

Fire Island Lighthouse Preservation Society, Inc.

NPS Legal Interest: Fee Simple

Explanatory Narrative:

Public Access: Unrestricted

Treatment

Approved Treatment: Preservation
Approved Treatment Document: General Management Plan
Document Date: September 27, 1977
Explanatory Narrative:
Approved Treatment Completed: Yes

Approved Treatment Cost

LCS Structure Approved Treatment Cost:
Landscape Approved Treatment Cost:
Cost Date:
Level of Estimate:
Cost Estimator:
Explanatory Description:

Stabilization Costs

LCS Structure Stabilization Cost:
Landscape Stabilization Costs: \$10,183
Cost Date: February 15, 2005
Level Of Estimate: C - Similar Facilities
Cost Estimator: Park
Explanatory Description: PMIS 69395 - Resurface Light Station Boardwalk

Documentation Assessment and Checklist

Documentation Assessment:

Appendix

Bibliography

Citations:

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Citation Type:	Both Graphic And Narrative

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Citation Type:	Both Graphic And Narrative

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Citation Type: Both Graphic And Narrative

Citation Author: Steven Kesselman
Citation Title: Fire Island Light Station
Year of Publication: 1981
Publisher: National Register of Historic Places
Source Name: National Register of Historic Places
Citation Type: Narrative

Supplemental Information